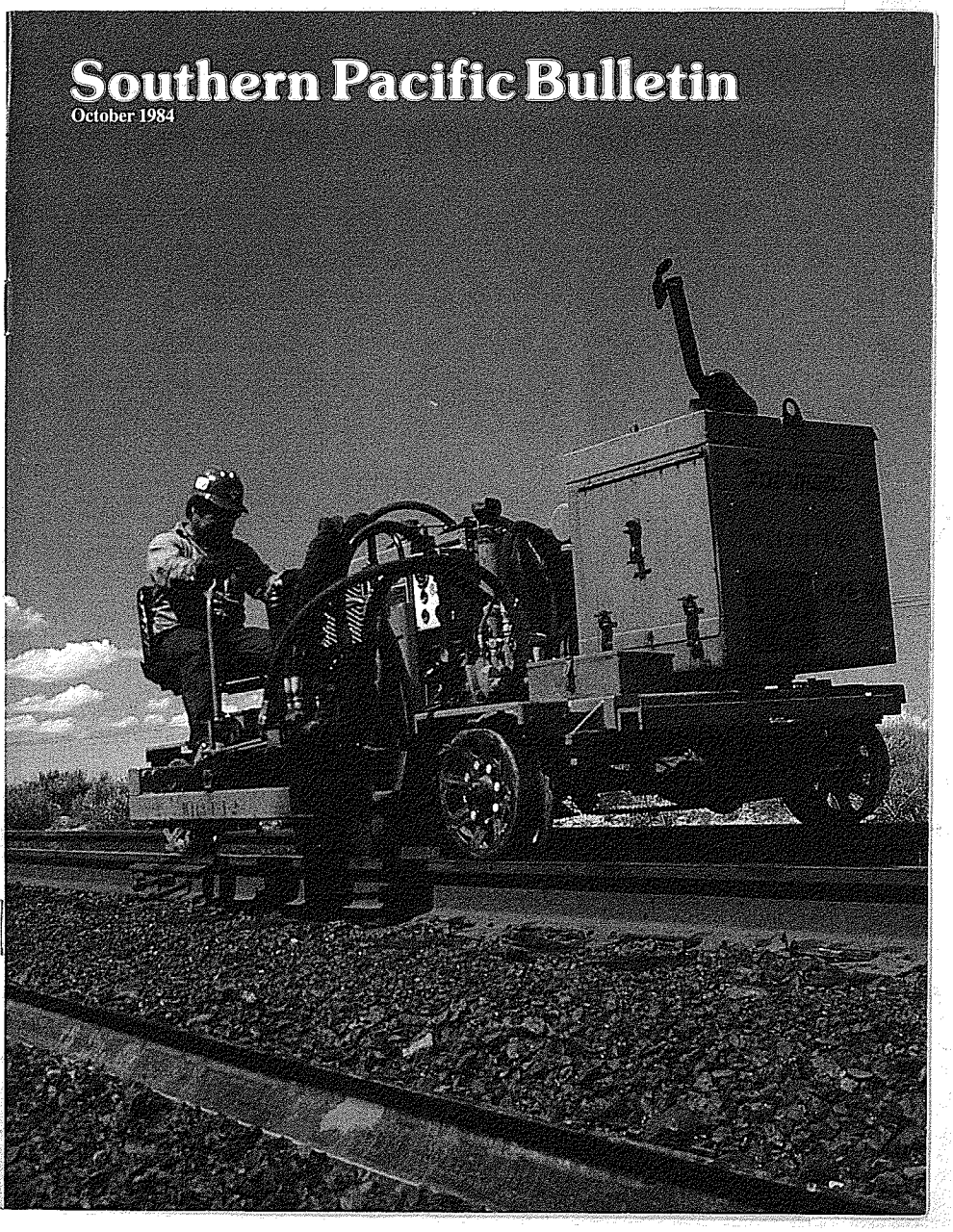
Southern Pacific Bulletin

October 1984



SOUTHERN PACIFIC BULLETIN
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COVER

Spike Puller Arnold Skeets is one of the members of Steel Gang RI-C—a 50-person rail gang installing continuous welded rail near Vaughn, New Mexico. The El Paso-to-Tucumcari portion of the Golden State Route is undergoing $100 million worth of improvements to provide fast track for today's expedited trains. For more on this rehabilitation project, see the story beginning on page 3. Photo by Rich Hall.

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NEWS FROM SOUTHERN PACIFIC

August Carloadings Mark Slight Gain

SP system carloadings for August showed an increase of 1.4 percent over the same month in 1983. Top commodity groups were Transportation Equipment (+24.9 percent) and Intermodal (+19.5 percent).

Within the Transportation Equipment Group, automobiles showed a 20 percent increase while motor vehicle parts were up 52 percent. The improvement can be attributed to the General Motors plant at Van Nuys which had been closed last August for model change over. More importantly, a strong consumer demand for autos has increased SP carloads. General Motors and Volkswagen auto parts, moving to and from Mexico in various stages of production, are responsible for the strong surge in motor vehicle parts.

Intermodal continued to be a strong leader as shippers and receivers change distribution systems and opt for smaller inventories. Intermodal shipments to the Ohio Valley, where SP connects with Conrail at East St. Louis to provide service to Columbus and Indianapolis, enhanced Intermodal's performance.

Petroleum and coal products (+25 percent) and plastic materials (+15 percent) lead the Chemical and Petroleum Products Group. Petroleum and coal volumes reflect the recovery from the recession and increased use of plant capacity. Movements of LPG, coke and lube oil were higher for the month. Plastic materials also showed an increase as a result of increased production among automobile manufacturers. Slower housing starts indicate that consumers are refurbishing older homes, often with products containing plastic.

Lumber Products continued to decline in August. Lumber and dimension stock were down 11 percent; veneer and plywood dropped 18 percent. Interest rate forecasts are not encouraging and the lumber products industry anticipates a continued slowdown. In addition, the paper industry in the Pacific Northwest has been hampered by strikes. Smaller mills have closed and many of the larger mills have been running at 60 percent production since July. Household paper products continue to move via highway transport—a result of grocery warehouses maintaining low inventories and requiring direct store delivery.

In the Agricultural and Food Products Group, unusually high temperatures during the growing season resulted in poor quality and short shelf life forcing most shippers to use trucks for smaller shipments. As a result, rail movement of melons was down 86 percent; citrus was down 71 percent. □

System Indicators	August	Change/1983
Net Ton Miles, System (billion)	7,194	+ 8.2%
Carloads	137,749	+ 1.4%
Transportation Equipment	8,026	+24.9%
Intermodal	28,549	+19.5%
Chemicals, Petroleum	24,613	+ 7.6%
Forest Products	22,929	−11.3%
Agricultural, Foods Products	13,040	−15.9%

Prepared by Office of Forecasting

Main Line Improvements

New ties, rail and extended sidings upgrade the Golden State Route between El Paso and Tucumcari.

The $100-million rehabilitation project on the El Paso-to-Tucumcari portion of the Golden State Route is 90 percent complete.

By this winter, all the work except some rail installation will be done. Over the next few years, more jointed rail will be replaced with continuous welded rail, but that's a long-term goal.

Since the rehabilitation began in July, 1983, more than 150 employees at a time have been working on various points on the line. Crews installed:

- 750,000 crossties, at a cost of $34.4 million. Tie work was completed in August.
- 86 miles of new rail and eight miles of used rail, at a cost of $16.1 million.
- 1.26 million tons of ballast, carried to work sites in 14,000 carloads of 90 tons each, at a cost of $13 million.

Another $10 million was used to increase the line's capacity and efficiency by building two new sidings, at Duran and Simmons, and extending and upgrading 10 other sidings to the railroad's modern standard length of 9,000 feet. Two are at Carrizozo and one each at Vaughn, Three Rivers, Los Tanos, Ancho, Newman, Pastura, Desert and Dunes.

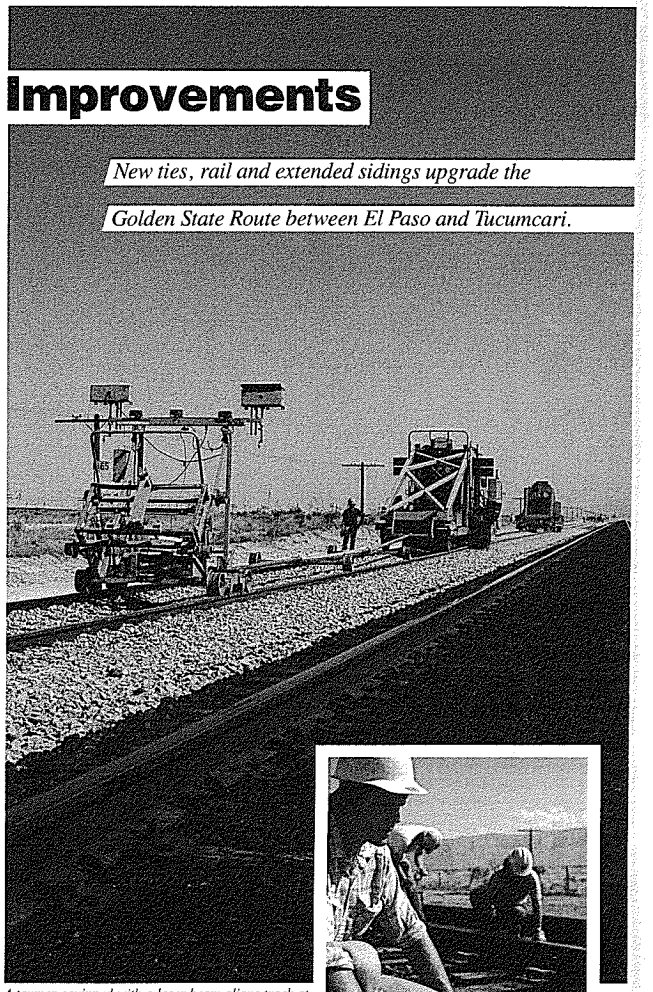
"We went from three long sidings to 15, so now it's easier for dispatchers to plan meets and expedite the trains along this important route. The railroad can also offer better schedules to shippers," says Andy Anderson, chief dispatcher at Tucson.

According to Jim Efaw, road foreman of engines at El Paso, when the rehabilitation work is complete, "it's going to be a beautiful railroad. We'll have longer trains, better meets and fewer delays."

In the past two years, traffic along this line has increased so much that 40 engineers are working out of El Paso and Tucumcari, up from about 10 in 1982. Some of SP's highest priority transcontinental freights carrying mail, new automobiles, perishables and other time-sensitive traffic are among the average of 14 trains per day moving over this route.

From a train handling point of view, the line between El Paso and Tucumcari, is divided into three parts.

From El Paso to Alamogordo, the line



A tamper equipped with a laser beam aligns track at an extended siding at Dunes, near Alamagordo, New Mexico. Inset: Lead Signalman Bob Hansen (left) and Asst. Signalman Daniel Bonn adjust a spring switch for a signal at the Dunes siding.



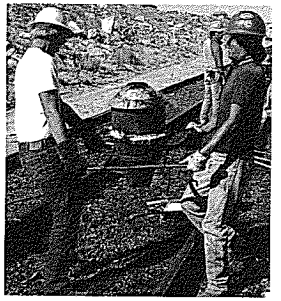
An eastbound intermodal train travels across the high desert between Corona and Vaughn, New Mexico.

traverses flat territory and presents few challenges. From Alamogordo, there's a smooth one percent grade to Carrizozo, the crew change point. But along the 187 miles from Carrizozo to Tucumcari, locomotive engineers face undulating territory which requires skillful train handling to provide a smooth, fuel efficient ride. West of Corona, the line reaches 6,733.6 feet above sea level, the second highest elevation on the SP system.

The rehabilitation project will enable selected freight trains to operate at maximum speeds of 70 mph over more than half of the route, compared to a top speed of 55 mph over most of the line before.

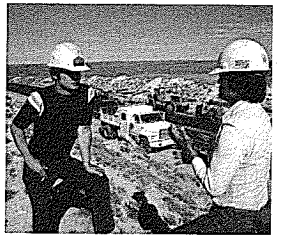
There are no real cities in this part of New Mexico, and little local manufacturing. SP has no branch lines here. The main industry is cattle ranching, and the terrain is rugged "Marlboro Country."

Track Welding Foreman Dave Rosendahl (left) and Welder Jerry Judah remove the crucible used for heating molten metal for a field weld.





Tie gangs installed 750,000 crossties along the 330 miles of main line between El Paso and Tucumcari. Tie work was completed in August.



Foreman Ron Brian (left) and Asst. Foreman Roland Gordon are in charge of Steel Gang RJ-C, a 50-person gang installing continuous welded rail.

The regional engineer at Tucson when the project began was Ken Wammel, who was appointed regional engineer at San Antonio last July. Regional MofW Manager Tom Hyatt had overall project responsibility. Supervising work on the important siding extension project was Clyde Dunn, asst. regional engineer. Martin Svatek, regional training manager, was project manager in charge of tie and surfacing work.

About 140 of the workers on the project were Navajos from northwest New Mexico and northeast Arizona, many of them highly skilled veterans of the rehabilitation of the Rock Island line between Tucumcari and Topeka, Kansas. Concentrated in the tie and steel gangs, they worked 14 days on, 7 days off.

On May 18, Navajo tie gangs T8-A and T8-B set a system record by installing 5,413 ties in one day, and later celebrated the event at a company sponsored steak dinner. Says Svatek, "I'd be glad to work with these tie gangs any time in the future."

According to Svatek, the project was "a challenge to all of us. Many of the supervisors were young and eager to prove themselves. I would say everyone did a fine job."

Crucial to the success of the rehabilitation project were four general foremen: Bill Loggins, in charge of rail work; Don Walker, surfacing; Pat Gowen, signal and siding rehabilitation; and John Kyser, tie gangs. Kyser was recently promoted to district MofW manager at Tucumcari.

Ken Wammel says, "There are few opportunities in a career to work with personnel and supervisors as fine as those who assembled for the rehabilitation of the Tucson Division's East line. I'm thankful I had the opportunity to work with these people and for their dedication and support."

According to Gerry Murdock, MofW engineer at San Francisco, the El Paso-Tucumcari work is best seen as a complement of another $100-million rehabilitation, completed in 1981: the line between Tucumcari and Topeka, Kan., formerly Rock Island property.

Installed during the earlier Tucumcari-Topeka project were over 1.1 million crossties, over 50 miles of new and 50 of used rail, and about 1.56 million tons of ballast, carried to work sites in 19,000 carloads.

Although never as deteriorated as the former Rock Island line—where speed limits were down to 10 mph when SP completed its acquisition in 1980—the El Paso-Tucumcari line had a significant number of miles under slow orders, and sidings were too few and too short for modern rail operations.

Aside from passenger trains, the Golden State Route (Los Angeles to Chicago) was once well known for its short "hot" perishable trains. According to old timers, these ran "as often as streetcars," carrying melons, oranges, lettuce and other perishables from agricultural areas of the West such as the Imperial Valley to connections for cities in the Midwest, the East and even Canada.

When short perishable trains were the main traffic along the El Paso-to-Tucumcari line, short sidings were no problem. Today's longer trains—including important intermodal trains as well as new perishable ones such as the BKESP (Bakersfield to East St. Louis) perishable train—require long sidings like the 12 SP extended along the line.

What the two rehabilitation projects already mean—even with the El Paso-to-Tucumcari line still closed occasionally for MofW windows or segments of time for track work—is that a hot train like the Golden Piggyback Express can run from El Paso to Kansas City at an average speed of 48 mph, making this portion of the famous Golden State Route once again a vital transportation corridor.

Says Murdock, "Rehabilitation of both these portions of the Golden State Route was an extraordinary amount of work for a railroad to finance and execute. It took planning, cooperation and dedication among many departments, but I give the most credit to the track gangs who were handling the huge amounts of material, battling for time on the track and cleaning up afterwards.

"In Maintenance of Way, we take great pride in eliminating slow orders anywhere, but we are especially proud of seeing this route become modern and up-to-date." □



Jointed rail is removed in preparation for the installation of continuous welded rail. About 86 miles of new rail has been installed along this 330-mile-portion of the Golden State Route.

Photography by Rich Hall

Locomotive Engineers Learn With Help of a Mini-Computer

A sophisticated training device—housed in its own mobile home—is making the rounds of the SP system.

The "Train Dynamics Analyzer," or portable simulator, is helping experienced locomotive engineers polish their train handling skills. Since 1983, when the TDA first traveled to various locations on the Cotton Belt, almost 550 locomotive engineers have gone through the one-day training. This year the TDA has been used on the San Antonio and Oregon Divisions. In November, it will be on the Tucson Division.

The TDA is basically a mini-computer linked to a cathode ray tube and a mock locomotive control stand that includes a throttle, dynamic brake and air brake.

Training sessions involve trip simulations over local track that has been pre-programmed into the computer. The instructor, usually the local road foreman of engines, sets up a typical train that operates in the area by designating the amount of horsepower, type, weight, number of cars and the location of cars within the train.

The TDA generates a graphic image of the simulated train's behavior on the CRT as it moves along the track, providing information not available from the dials and gauges in a real locomotive cab. The locomotive engineer responds by adjusting the throttle and brakes. As he does so, the graphic image reflects the engineer's decisions and shows how the train is performing. Road foremen provide guidance on ways to achieve optimum performance.

Afterwards, a printer gives engineers a written account of the fuel consumption, elapsed time and a measure of the forces on the cars in their train.

The TDA was brought to Dunsmuir to help locomotive engineers adjust to some important new operating rules and train handling techniques being implemented in the interest of safety in their area.

Locomotive Engineer Gary Welbourn, one of the more experienced and professional young engineers working out of Dunsmuir, felt the TDA had a lot to offer.

"From the locomotive, it's hard to be aware of all the forces acting on the rear of the train. Sometimes a conductor will thank you for a smooth ride, then you know you've done a good job, and that's great. But with the TDA the readouts let you know exactly what's happening. It shows you how to make better decisions about power and braking," he says.

Dunsmuir Locomotive Engineer Dave Bednarczyk, a recent transfer to the district, added: "Bob Miller, the road foreman of engines, gave me what he called the toughest train we would operate—a short, heavy train—to take down an 11-mile grade from Mott to Dunsmuir. The new operating rules being implemented now—speed restrictions, less power at the head end and no helpers behind the caboose—apply to that section of track. What I learned from this simulated trip will be a great help when I operate a real train over this line."

While the TDA is not as sophisticated as SP's simulator at the Engine Service Training Center at Cerritos, Calif., the engineers who have worked with it are enthusiastic about it. At Dunsmuir, many asked to come in on their own time to hone their train handling skills.

In most parts of the system, road foremen primarily use the TDA to emphasize fuel conservation. The portable simulator is especially effective in demonstrating the fuel-saving advantages of dynamic braking over air brakes. Appropriate use of the dynamic brake reduces costs and improves SP's competitiveness as a transportation carrier.

Bednarczyk and Welbourn used the TDA to experiment with the two braking techniques for one slow down and one stop. Even though both follow fuel conservation practices when they operate trains, they were astonished by the fuel savings demonstrated when dynamic braking was used during their simulated trip. Welbourn saved 43 gallons of fuel. That would add up to about $10,000-worth of fuel in a year. If the 109 engineers working out of Dunsmuir duplicated Welbourn's results, fuel efficient braking could save $1 million in fuel costs along this portion of the railroad.

Says Miller, "The TDA helps experienced engineers improve their train handling—whether in the interest of fuel conservation or for smooth, safe trips on our heavy grades through optimum use of the brake systems. Here at Dunsmuir, our engineers are young—30 percent of the roster has six years of experience or less. They're good, but the TDA is helping them become better." □



Locomotive Engineer Gary Welbourn (foreground) took his turn at the controls of the Train Dynamics Analyzer when it was in Dunsmuir. Road Foreman of Engines Bob Miller, Jr., (background) says that most of the engineers in his district enjoyed the chance to get a mini-computer's evaluation of their train handling skills.

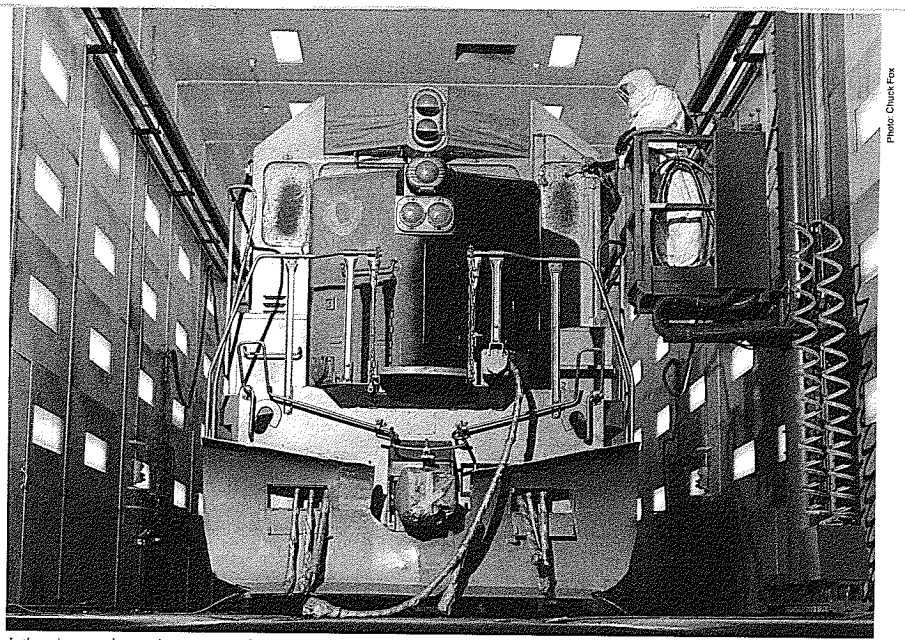


Photo: Chuck Fox

In the paint room, locomotives get a coat of primer before the familiar gray and scarlet colors are added. This well lighted and completely enclosed space can also be temperature controlled. The sophisticated spray painting system and "man lifts" make it easier for painters to get the job done.

The Finishing Touch

Locomotives get a fresh coat of paint at the Grit Blast and Paint facility—a new complex that incorporates sophisticated technology with environmental safeguards.

"I don't think you'll find another facility that is as sophisticated within the railroad industry," says Chuck Marquette, production engineer at Sacramento. "It's modern, efficient and environmentally safe."

The Grit Blast and Paint facility at the Sacramento Locomotive Works, which began operating in June, is a new $2.5 million structure capable of turning out two units a day. Its efficiently organized production line incorporates some interesting features. For example, old paint is removed with steel grit that is recycled. Paint is applied using an airless electrostatic spray painting system in a room where temperature and humidity can be controlled. Paint fumes and dust are captured in a ventilation system that protects workers and the environment.

The main building is a narrow rectangular structure that is almost as long as 1½ football fields. It is divided into four work areas: prep, blast, paint and detail. In addition, a paint kitchen, office area and locker rooms are situated along one side of the building.

The facility might be compared to a car wash where dirty cars enter one end and come out the other looking like new. In this case, rebuilt locomotives that have just completed the GRIP program enter the Grit Blast and Paint facility for a sparkling coat of fresh paint before being released to the active fleet. The facility can also be used to repaint locomotives.

In the prep area, covers are placed over grills and traction motors to protect them during the grit blasting.

The unit then moves into the blast area, a separate building within the facility which can be completely closed off to confine the steel grit, old paint and dust. The room, which measures 23 feet by 110 feet, has two steel roll-up doors at each end equipped with interlocks. These doors must be closed in order to operate the grit blast equipment.

Workers wear protective gear that covers them from head to toe. Air-fed respirators provide them with clean air to breathe. The locomotive is stripped down to bare metal using rice-size steel grit propelled by compressed air. The dust created while the blasting takes place is controlled by a powerful ventilation system that filters these particles from the air and deposits them in 50-gallon steel drums as waste, while pumping in fresh air. When blasting is complete, the steel grit is swept into a receptacle in the floor to be cleaned and used again.

The stripped locomotive is now ready to move into the paint area, another self-contained building within the complex. Like the grit blast area, painting cannot take place unless all doors to this area are closed.

Areas that should not be painted are carefully covered before two painters—one on each side of the unit—first apply a coat of primer. Then the interior is painted beige, the exterior coated dark gray and finally scarlet is added to the nose and rear of the unit. The "SP" markings on the nose and along the sides are also added. Each locomotive uses about 25 gallons of primer, 25 gallons of gray, 15 gallons of beige and about 5 gallons of scarlet. The tough polyurethane paint is designed to resist chipping and should last for six to eight years.

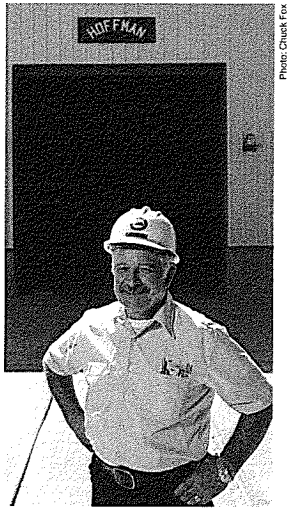


Photo: Chuck Fox

Shortly after the new Grit Blast and Paint facility opened its doors, the building was named after Don Hoffman, general foreman of the paint shop and a 39-year SP veteran.

Painters use air operated "man-lifts" to raise or lower themselves into the best position while spray painting. The device also moves along the length of the locomotive.

The airless electrostatic spray painting system is a sophisticated process that reduces waste while giving better coverage.

Paints, primer and cleaning solvents are stored in individual 120 gallon storage tanks in the paint kitchen, a separate double-walled fire proof room. Hydraulic pumps circulate the paint at 2,000 psi through approximately 3,000 feet of piping. Since air never comes in contact with the paint, it does not harden or otherwise become unusable.

Two paint stations within the paint room make it easy for the painter to select the color of paint or primer simply by turning a valve. When he is finished, the hose, spray gun and tips are cleaned with a solvent delivered by the same system. The solvent is saved and recycled—nearly 90 percent is recovered, cleaned and put back into the system.

The airless spray painting system uses an electrostatic process that reduces overspraying by improving the transfer efficiency of the paint between the spray gun and the metal surface. As the paint leaves the spray gun it is given a charge that attracts to the oppositely charged surface of the grounded locomotive.

"This ensures that more of the paint goes on the locomotive and less goes on the floor," explains Foreman Don Hoffman. "Even on a small rounded surface like handrails, the electrostatic process can almost wrap the spraying paint around the entire surface. Painters really like the system."

The paint room also features improved lighting with fixtures on the ceiling and side walls. Temperature and humidity can be regulated in the room to provide better conditions to apply the paint and for drying.

"It will also be a much nicer place to work in the winter when it's cold and rainy outside," Hoffman points out.

Like the grit blast area, the paint room features an interlocking device to prevent painting unless all the doors are completely closed and the ventilation system is in operation.

From the painting area, the unit is moved into the detail area where names of selected components are stenciled on the unit, hand rails are painted white and other touch-up work is completed. Upholstered cab seats are installed and the unit is given a final inspection.

The locomotive emerges from the Grit Blast and Paint facility with a sparkling and durable finish. A final operational test is performed on the unit before it's released into the active fleet. □

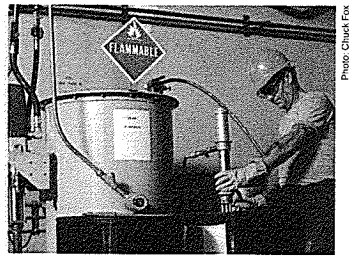
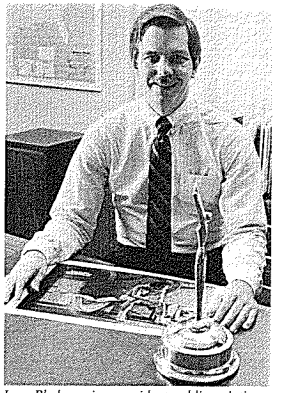


Photo: Chuck Fox

Paint, primer and cleaning solvents are stored in 120-gallon tanks in the paint kitchen. Painter Ed Shears is shown filling one of the storage tanks. Hydraulic pumps circulate the stored liquids to the paint room.


Photo: Chuck Fox

Painter Simon Morales puts the SP identification and finishing touches on a locomotive's nose.



Lew Phelps, vice president-public relations, shows off the Clio award and the winning advertisement.

Olympic Illustration Captures Top Honors

The advertising industry's highest award has been given to a Southern Pacific Company advertisement produced for the Olympics.

SP won its "Clio" award—the advertising industry's equivalent to the Oscar—in the category of Best Print Illustration of 1984.

The advertisement, which appeared in an Olympic preview edition of *Sports Illustrated* and the official Olympic guide and program, featured an illustration of an athlete seated on a locker room bench with the Olympic rings on the wall behind him. The ad explained SP's role as a corporate sponsor and endorsed the spirit of Olympic competition—"to do better, to reach farther, to excel."

The illustration—actually an oil painting—was done by Bruce Wolfe, son of the late Vance Wolfe, assistant to the president in the SP Land Company. The advertisement was prepared by SP's ad agency, Ogilvy & Mather, in San Francisco.

"We're proud to accept this award and feel that it reflects the pursuit of excellence as exemplified not only by the athletes at the Olympics, but by the men and women of Southern Pacific," commented Lew Phelps, vice president-public relations. □

Railroad's Right of Way To Be Part of Nationwide Communications Network

Santa Fe Southern Pacific Corp. and Norfolk Southern Corp. have signed a memorandum of intent concerning a fiber optics communications venture.

Current plans are to construct a fiber optics network of approximately 8,000 miles which will link 53 cities coast to coast and include over 80 percent of the U.S. population. The network will have the ability to handle over 300,000 simultaneous voice transmissions.

The new business entity, to be called Fibertrak, would construct and operate a transcontinental fiber optics system along the rights of way made available by their railroad affiliates. The plan is subject to receipt of necessary regulatory authority and other terms and conditions to be set forth in a definitive agreement.

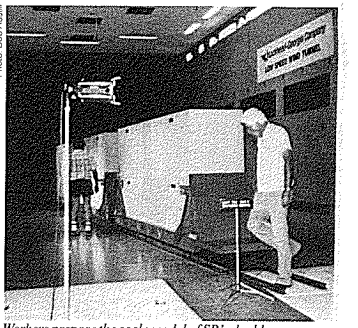
Fibertrak will offer communications capacity on a wholesale basis to telecommunications carriers.

The network will use state of the art fiber optics systems and is designed to permit expanded capacity as new technology is made available.

D. Henry Watts, vice president-corporate development of Norfolk Southern Corporation, will be chief executive officer, and C. Gus Grant, formerly vice chairman of Southern Pacific Communications Company, will be president and chief operating officer.

Robert J. McLean, vice president-finance of Santa Fe Southern Pacific Corporation, will be vice president-finance of the proposed company. Southern Pacific's Senior General Attorney Richard S. Kopf will be vice president and general counsel. Leonard T. Wood, vice president and controller of Southern Pacific Company, will serve in the same capacity for Fibertrak. William J. Romig, assistant vice president-finance of Norfolk Southern Corporation, will be vice president-administration.

John J. Schmidt, chairman and chief executive officer of Santa Fe Southern Pacific Corporation, and Robert B. Claytor, chairman and chief executive officer of Norfolk Southern Corp., said in a joint statement that the venture would more fully utilize their rail rights of way assets and allow their companies to participate in the growing telecommunications industry. □


Photo: Bob Austill

Workers prepare the scale model of SP's double stack container car for wind tunnel tests.

Double Stack Undergoes Wind Tunnel Tests

Bob Austill, manager of research and tests in the Mechanical Department at San Francisco, was recently at Lockheed's wind tunnel at Marietta, Georgia to observe aerodynamic drag tests performed on a scale model of an SP double stack car.

The 0.3-size scale model was used to study air flow characteristics. Test results may suggest modifications that could make the double stack car more fuel efficient—an important factor in the highly competitive intermodal business.

"The test demonstrated that a fully loaded double stack—with containers stacked two high—is the most efficient way to operate the car," Austill said.

A complete written report, along with a videotape, will be compiled by Airflow Sciences Corp. showing the test results. □

Look for SFSP's Magazine in Mail

PACE Magazine, the official publication of Santa Fe Southern Pacific Corporation, will be sent to all active Southern Pacific Transportation Company employees beginning in November.

The magazine, published four times a year, offers news and features about the diversified operations of Santa Fe Southern Pacific Corporation.



Photo: Donna Ewing

Ready to take off for a better life for four-year-old Adriane Schultz were Cotton Belt Brakeman Don Becker (at left) and the Schultz family.

Wings of Mercy

Four-year-old Adriane Schultz of Herington, Kan., recently underwent corrective surgery for a debilitating congenital heart condition at Rochester, Minnesota's famous Mayo Clinic. A factor in her successful recovery is an SP employee, Cotton Belt Brakeman Don Becker of Hope, Kan.

The 25-year veteran railroader is also a licensed commercial pilot. To help the little girl arrive fresh and strong for surgery at the Clinic, Becker borrowed a plane he regularly flies and, at no charge, flew Adriane and her parents to Rochester, helping them avoid a 13-hour drive.

It was not the first time Becker, who has been flying since he was 15, provided Adriane and her family with air taxi services. Last year, he flew them to Rochester so her condition—tricuspid atrasia, a congenital heart condition where the heart has only three chambers rather than the normal four—could be evaluated and the plan of treatment developed.

At last report, Adriane was doing fine.

Bulletin Award

The *Southern Pacific Bulletin* won a distinguished achievement award for the best use of photography at the Association of Railroad Editor's 62nd annual meeting.

Photographs illustrating the article "SP's Good Grip," which appeared in the March 1984 issue, were recognized for enhancing the "story by showing the people at work . . . on the locomotive."

The photographs were taken by Chuck Fox, a free-lance photographer and frequent contributor to the magazine.

Higher Taxes, Changes In Monthly Deductions For Railroad Retirement

Railroad Retirement tax rates will be higher for all employees in 1985. The Tier I tax rate will rise with the Social Security rate from 6.70 percent to 7.05 percent. The Tier II rate will rise from 2.75 percent to 3.50 percent. Maximum amounts of compensation subject to these taxes in 1985 will not be determined until later this year.

The Tier I tax rate is the equivalent of Social Security. Tier II applies only to the railroad industry. Combining the two gives pensioners higher benefits than those receiving only Social Security. While employees do contribute to Tier II, most of it is paid by individual railroad companies.

In addition to higher tax rates, Railroad Retirement will adopt guidelines used by Social Security for payroll deductions. Currently, payroll tax deductions are limited to monthly maximums. But beginning in 1985, Railroad Retirement taxes, like Social Security payroll taxes, will be subject to annual maximum amounts. This means payroll deductions will be larger in the first part of the year, but will decrease later on. The total amount paid for the entire year remains the same, however.

The changeover to annual compensation maximums will have little or no effect on the Railroad Retirement payroll tax deductions of employees earning less than approximately $30,000 a year. But for higher salaried employees, the effect of annualization can be pronounced.

Monthly Maximums—
The Present System

Through the end of this year, Railroad Retirement taxes have been limited by monthly maximums on the amount of compensation subject to tax. For example, if an employee is regularly earning $5,000 a month in 1984, the employee's railroad retirement Tier I and Tier II payroll tax deductions are limited by the monthly maximums to a total of $275.68 for each month of the year.

How Annual Maximums Work

Using the annual maximum approach for the preceding example, the same employee would have Railroad Retirement taxes of $472.50 deducted for each of the first five months of 1984. In June, the payroll deductions would decrease to $423 and in July they would drop to $335 because the maximum amount of compensation subject to Tier II Railroad Retirement tax ($28,200) would have been earned. In August, payroll deductions would be $187.60, and after August, no further deductions would be made since the maximum taxable compensation subject to the Tier I payroll tax in 1984 ($37,800) would have been earned.

For employees earning more, the initial Railroad Retirement tax deductions would be even greater and likewise, would cease even earlier. □

Participating in the Political Process

Milton Hagedorn, Sr. traveled to San Francisco in July. In August, Anna Claire Rice took a trip to Dallas.

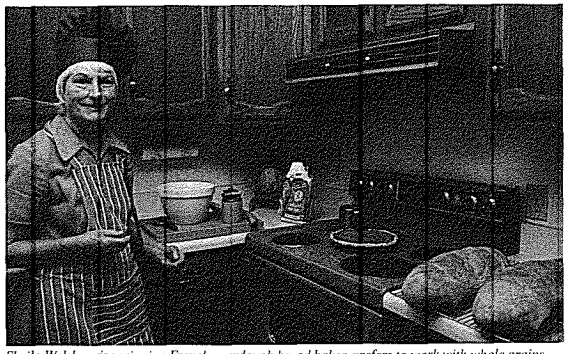
As delegates to their party's national conventions, these two—both SP retirees—were taking part in the political process to select candidates for November's presidential election.

Democrat Milton Hagedorn, Sr., who retired as chief clerk at Yuma in 1983, came to San Francisco as part of the Arizona delegation. His group's copper-colored hats caught the attention of a reporter from the San Jose (Calif.) *Mercury-News*. Hagedorn and two other members of the delegation were featured in a photograph and as part of a story called "Delegate Dress-up."

In addition to the political buttons on his hat and jacket, Hagedorn sported a BRAC button on his lapel. He's a director and member of the Arizona State Legislation Committee of the Brotherhood of Railway and Airline Clerks and has been active in local and state politics for 35 years.

Republican Anna Claire Rice, also a BRAC member, made the front page of the Houston *Chronicle* identified as a union member. Rice, who retired as chief clerk in the Houston Zone Accounting Office in 1982, has been active in local and state politics for 20 years, but this was her first time to serve as a delegate at the Republican National Convention.

After their respective conventions, Hagedorn and Rice returned to their hometowns to launch campaign activities for their candidates and to get out the vote. On election day, Tuesday, November 6, Hagedorn and Rice encourage all registered voters to make their choice at the polls. □



Sheila Walsh, prize-winning French sourdough bread baker, prefers to work with whole grains.

The Best Bread in San Francisco

Sheila Walsh began baking bread when she was a little girl in Ireland. Baking was only one of the chores she and her brothers and sisters did on their parents' farm, which has been held in the family name for over 700 years.

Her father said she made better bread than anyone else in the family.

She remembered what he said decades later and half a world away, when she won first prize in the French Sourdough Bread Competition sponsored by the 1984 San Francisco Fair and Exposition.

Her success came as a surprise because her specialty is whole grain breads. "I mill my own flour," she says, "and from each baking I preserve some of my special yeast. I like to mix a variety of grains, say wheat berry, corn or rye."

Of the dib, dabs and handfuls culinary school, she has no recipes to share.

She entered the contest because a friend urged her to. The day of the judging, she dropped her bread off in the morning, then went to her job as a secretary in Product Management at the San Francisco General Office. (She has since been promoted to asst. chief clerk-accounts payable.) After work, she returned and found out that she'd won first prize: $50, a trophy and a blue ribbon.

San Francisco has been famous for its French sourdough since the Gold Rush. The original sourdough starter is supposed to have come from Mexico. The recipe is said to have been refined by skillful European bakers who were drawn to the instant metropolis by the wealth from the gold fields. People say the bread cannot be baked successfully away from San Francisco's cool, mild climate. □

One Approval Needed To Begin Construction On Intermodal Facility

The proposed 137-acre Intermodal Container Transfer Facility (ICTF), a joint project betwen SPTCo and the Ports of Long Beach and Los Angeles, has won nearly all of the necessary approvals needed to begin construction.

The Los Angeles Harbor commissioners gave their approval for the sale of up to $75 million in bonds. The Long Beach City Council approved financing. Approval is pending from the Los Angeles City Council.

Deadlines for bids on the project were due September 30. Ground breaking should begin before the end of the year.

The Southern Pacific Design and Construction Group, headed up by Jim Lynch, engineer for design and construction in San Francisco, is responsible for the engineering and design work.

Consultants estimate that the number of international containers using the ICTF will top 500,000 annually by the year 2000. SP will be the exclusive operator of this major rail-served port facility on the West Coast. □

Lafayette Division Tries Out Pilot Program for Recertifying Engineers

Ten locomotive engineers on the Lafayette Division are tutoring their peers as part of a pilot recertification program.

The 10 were selected to be instructors in the new program by their unions and by Superintendent Wayne Martin because of their excellent records. They are: W. J. Hildebrand, W. H. Lamb, D. W. Huye, R. S. Ohlsson, J. N. Monroe, R. Stevenson, T. F. Holland, D. W. Stark, R. E. Poole and W. H. Schroder.

To prepare for their new roles as instructors, the locomotive engineers attended an intensive one-week course on rules, train handling and the mechanics involved in safe train operations at SP's Engine Service Training Center at Cerritos, Calif. When they returned to Lafayette, they attended a two-day course on how to teach the material they'd studied. In September, the first training sessions began for locomotive engineers and firemen working out of Avondale, Lafayette, and Lake Charles, La. and Beaumont, Orange, Houston, Dayton and Baytown, Texas.

Engineers who've been through the classes are enthusiastic about them.

Says Amos Oughton, rules and training officer at Houston, "With this program, the Lafayette Division just might end up being number one in the system in rules compliance, safety, fuel conservation and other key operating criteria. We're all enthusiastic about the program's potential." □

Join the more than 5,300 SP employees who

BUY UNITED STATES SAVINGS BONDS

U.S. Savings Bonds currently earn 9.95% interest.

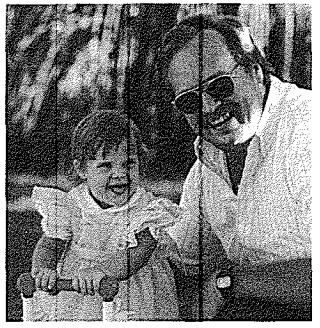


Photo: Chuck Fox

Joy Barron will never experience the barriers facing so many other children diagnosed with Down's syndrome. Her father, Bruce, devotes long hours to educating people about this genetic birth defect.

His Joy in Life

Don't underestimate the potential of youngsters with Down's syndrome.

There are those who are handicapped with Down's syndrome and those who are handicapped by their lack of knowledge of this genetic birth defect.

Bruce Barron, a shipping and receiving clerk at Roseville's diesel ramp, is working on both fronts to open doors for those who have Down's syndrome and to increase the public's awareness of the most common genetic birth defect—one that affects about one in every 750 births.

As president of the Down's Syndrome Congress of Northern California, a Sacramento-based parent support group organized in 1978, Barron has become an activist with a story to tell.

Barron's inspiration comes from his 15-month-old daughter, Joy, who was born with Down's. "I never felt comfortable as a public speaker. But now, when I'm talking about children with Down's syndrome, I'm not at all shy. I have Joy to thank for that."

Under his leadership, the Down's Syndrome Congress of Northern California is working to increase public knowledge about this birth defect, set up parent-to-parent counseling and support groups, and work with a legislative lobbyist to keep the public's representatives aware of the interests and needs of Down's children. Barron also edits the organization's newsletter.

"Information is the greatest asset for removing barriers, dispelling fears and allowing people with handicaps to be readily accepted within our society," Barron says. "I want society to treat Joy like any other person and accept her with open arms."

The diagnosis of Down's indicates a handicap, not a hopeless situation, according to Barron. Physical characteristics include slanted eyes, a depressed nasal bridge and smaller than normal noses, ears and hands. The birth defect also includes mental retardation, but the child can usually do most things that any young child can do.

The degree of mental retardation can range from mild to severe, but it's not until the child is older that it can be evaluated.

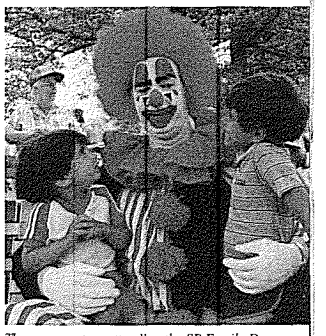
"Since you don't know the extent of retardation, why not give the child every advantage and expect the best? Learn with the child—don't assume the child can't learn," Barron advises.

Bruce and his wife, Jeannette, are very pleased with Joy's progress. She's taken her first steps, uttered her first words, and learned to swim.

"We're trying to give her every advantage so that she can reach her full potential," Barron says. "We hope that Joy will be an inspiration for other parents who have Down's children, and an example of how a person with this handicap can become integrated into our communities, the workplace, and perhaps share our friendship."

Barron wrote a poem for his daughter shortly after her birth and it expresses his enthusiasm, confidence and hope. Part of it says: "They said her home would be sad,/but only laughter rings out./They said there would be sorrow and gloom,/but there is pleasure and joy./They said they would run from her,/but instead all have come to her."

Joy's world, and other children with Down's syndrome, is a better place because of the dedication, time and commitment that people like Bruce Barron devote to demystify a handicap and reveal the human possibilities. □



These youngsters attending the SP Family Day picnic at Illmo, Missouri found a new friend in John Gilmer, better known as Rollow the roller skating clown.

A Clown on Wheels

John Gilmer roller skates into the hearts of everyone he meets.

Beneath the grease paint and bright red wig is a Cotton Belt conductor who charms youngsters, makes the old feel young, eases the pain of the sick and helps adults forget their problems.

As Rollow the roller skating clown, John Gilmer brings sunshine to other peoples' lives.

During the past two years, Rollow has developed a devoted following in Jonesboro, Ark., the layover point for crews working out of East St. Louis.

Between runs on the local freight he worked, Gilmer—a Cotton Belt employee for 21 years—would spend part of his rest period visiting nursing homes, schools and hospitals. He even roller skated around a shopping mall.

He doesn't accept payment for his appearances and finances his costumes and makeup out of his own pocket. A small price, he says, for the love he gets in return.

One day, Rollow skated into the hospital room of a young boy recovering from a head injury. The youngster hadn't talked much and never smiled since being admitted to the hospital. As Rollow sat down on the bed, his big red fake nose accidentally fell off. "Oops," Rollow said, quickly sticking it back on. Then he looked up to see his bedridden and bandaged friend smiling at him.

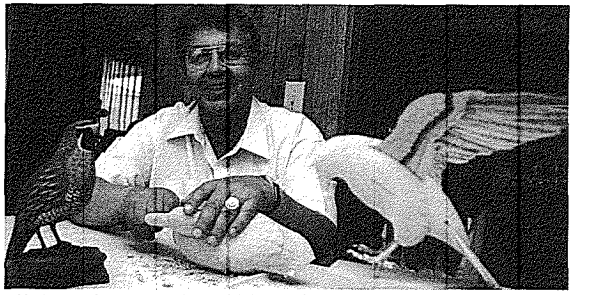
"The greatest gift in the world is the gift of love," says Gilmer. "For some reason, Rollow brings that out in others." His favorite work is with children, particularly those with a physical or emotional handicap.

"Rollow's approach to children is simple. Give them something to laugh at and never ask them a question they cannot answer."

Gilmer's career as Rollow began three years ago when he combined his roller skating skills with a clown suit for a skit in a parent-teacher organization show.

His act brought smiles, applause, and requests for repeat performances. Since then, he's had no trouble finding an audience. Most recently he appeared at the Cotton Belt Festival at Fordyce, Ark.

"Clowning is good because it makes children laugh, and it helps adults forget some of their problems, too." □



A block of wood is transformed into a life-like bird by Ned Dani. His handsome creations include morning doves, meadowlarks, robins, hawks, chukars, jays, ducks and quails.

Creations of Intricate Detail, Subtle Color

He says he's not an artist, but Ned Dani's wood carving talent wins awards and compliments for the beautiful birds he creates.

Four years ago, Ned Dani took a block of wood and carved a quail. Today, the exquisitely detailed, life-size bird carvings by this self-taught artist are being sold for as much as $750.

"The first bird carving I saw had a price tag of $1,000," says Dani, a traveling inspector for the Transcontinental Freight Bureau in San Jose. "I looked at it and thought I might be able to carve one myself."

He talked to the artist, got a few pointers about how to get started and then went out in search of wood and carving tools.

Dani's first effort was a handsome piece that impressed experienced bird carvers.

"It turns out that a quail is considered one of the most difficult birds to carve because of the great amount of detail," he says. "But I didn't know that. I picked a quail because it was familiar. As a kid, I hunted it all the time."

Dani fashions his birds from basswood, a soft, white, nearly grainless wood. He sketches the bird's outline on the side and top of the block of wood, then uses a band saw to rough out the body. The rest of the work is done by hand, using a selection of fine carving knives, chisels and dental tools.

Each feather is carved individually and the feather's detail—rachis and barbs—are added using a wood burning tool. Some feathers, such as the ones on the tail or wings, are carved separately and affixed to the bird.

Dani says that half of the work is carving the bird; the other half is painting it. He carefully blends his colors to match a real bird's markings. As many as eight to ten coats of acrylic paint, thinned to the consistency of milk, are applied.

It's difficult to estimate the amount of time—and patience—required to complete a bird. Each carving varies depending on the amount of detail involved.

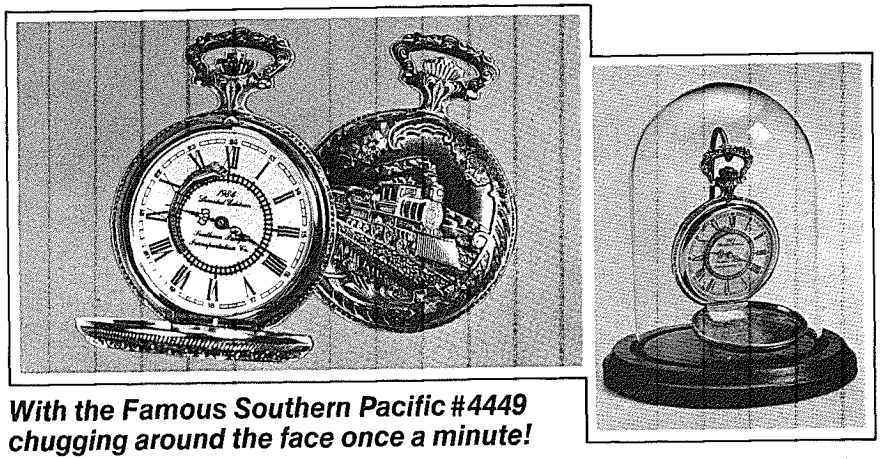
"You lose track when you spend a few hours each day on it. But I guess that a duck might take 32 hours and a quail might take 75."

But one thing's certain: it doesn't take long to sell them. With each sale, Dani's reputation—and the demand for his carvings—is enhanced, and therein lies the rub.

"It's a hobby and I want to enjoy it. I never intended to sell them when I first started carving," Dani says. "Right now I set my own pace, decide on what kinds of birds to carve, and if someone wants to buy one, that's fine."

When Dani retires next year, he and his wife Jean—also a bird carver—plan to devote more time to carving, traveling around the U.S., entering their works in shows and observing birds in their natural habitats. □

Announcing the 1984 **Southern Pacific** *Limited Edition Quartz Pocket Watches*



With the Famous Southern Pacific #4449 chugging around the face once a minute!

Reflecting the heritage and the nostalgia of railroading, the 1984 Limited Edition Southern Pacific Quartz Pocket Watch shows the past combined with today's technology as a miniature version of the famous #4449 chugs around the face once a minute.

The watch is battery operated (no winding), carries a full one-year guarantee, and is powered by the finest Swiss-made quartz analog movement we have ever seen. Each watch is dated and registered with an engraved number inside the case.

This 1984 edition also shows the #4449 engine, die struck, on the outside of the ornately carved, antique gold-plated case. The back of the case has the antique train motif as shown above.

The $100.00 price includes everything: the watch ready to run, in a gift case, delivered to you. There are no other charges.

One additional feature, the case is hinged so the watch can be displayed open and running in the domed display case shown above.

To increase the value of this edition, it is being limited to only 1,000 watches. So if you want a railroad pocket watch for yourself or to pass on to your grandchildren, we think you will be pleased with the 1984 Limited Edition model.

ORDER FORM

Make checks payable to **Southern Pacific Watches** attach and mail to:

Fletcher-Barnhardt & White, Inc.
1211 S. Tryon Street
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Please send me: **Total**

___ Southern Pacific Limited Edition Pocket Watches at $100.00 each. . . . . ____

___ Imported Glass Display Domes at $10.00 each . . . . . ____

Total amount enclosed. . . . ____

You may call (704) 376-5432 if you have any questions. Sorry, we cannot accept collect calls.

(All prices include all handling and shipping charges.) Delivery will be made during November and early December, 1984.

Please fill in shipping address below:

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Appointments

MANAGEMENT SERVICES: At San Francisco: **D. K. Matsushita** *to systems supervisor;* **Mrs. R. B. Slaton** *to asst. manager expenditures and control systems;* **Mrs. V. Y. Tsoi** *to systems supervisor.*

MARKETING AND SALES: At San Francisco: **W. H. Hardwick** *to market manager—industrial development;* **M. B. Kelly** *to manager, systems support;* **E. J. Posey** *to asst. vice president;* **R. G. Rodell** *to contract analyst;* **Ms. K. M. Schoendorf** *to manager-intermodal administration.*

Eastern Sales Territory: At Stamford: **Ms. K. Verveniotis** *to account executive;* at Toronto: **M. N. Herchak** *to sales representative.*

Midwest Sales Territory: At Chicago: **P. T. Coseglia** *and* **D. W. Strugala** *to account executive.*

Pacific Central Sales Territory: At Oakland: **L. J. Maday** *to senior sales representative;* **J. T. Maxwell** *to account executive;* at Redding: **M. P. Keil** *to account executive.*

Pacific Northwest Sales Territory: At Salem: **W. M. Jackson** *to asst. district sales manager.*

Pacific Southwest Sales Territory: At Los Angeles: **J. G. Breen** *to manager intermodal sales, domestic;* **J. S. Butler** *to manager, international intermodal sales;* **E. J. Langer, Ms. V. S. McDowell** *and* **R. P. Mignosa** *to asst. manager intermodal sales, domestic.*

Southwest Sales Territory: At Houston: **S. Hurtado** *to senior sales representative;* **D. W. Stevens** *to asst. product manager, metals and ores;* **H. L. Turner** *to account executive;* **S. G. Turner** *to asst. district sales manager;* at Lake Charles: **S. R. Smith** *to district sales manager.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: **J. M. Akin**, *head file clerk;* **K. M. Baker**; *voucher certifier;* **A. W. Barbano, J. M. Farrell, G. H. Garcia, R. Lee** *and* **R. E. Noll**, *clerks;* **W. R. McKee**, *timekeeper;* **E. Tracy**, *investigator;* **H. F. Wollaston**, *bookkeeper;* **B. Zaczkiewicz**, *timekeeper.*

HOUSTON DIVISION AND REPAIR PLANTS: **O. L. Arredondo**, *carman;* **A. J. Bowles**, *hostler;* **S. A. Burns**, *engine foreman;* **W. D. Bynum**, *locomotive engineer;* **E. DeWalt**, *motor truck operator;* **G. K. Ebelt**, *clerk;* **P. Galvan**, *fork lift operator;* **G. W. Glidden**, *switchman;* **M. Green**, *clerk;* **W. L. Laxton** *and* **R. L. Martin**, *brakemen;* **C. A. McCullough**, *locomotive engineer;* **J. O. Perry** *and* **D. D. Smith**, *switchmen;* **S. L. Salazar**, *signalman;* **H. L. Straiu**, *truck operator;* **R. R. Valles**, *machinist;* **J. E. Wann**, *clerk;* **E. A. Zander**, *electrician.*

LAFAYETTE DIVISION: **W. Arsement**, *mechanic;* **J. F. Beauxis** *and* **L. E. Buss**, *clerks;* **P. Chevalier**, *laborer;* **W. W. Dabria**, *brakeman;* **A. W. Dulion**, *work inspector;* **R. Ellis** *and* **H. A. Leleux**, *foremen;* **A. G. Moore**, *car inspector;* **J. F. Rogers**, *clerk;* **A. J. Trosclair**; *locomotive engineer.*

LOS ANGELES DIVISION AND REPAIR PLANTS: **G. H. Bliss**, *chief clerk;* **B. C. Carlton**, *locomotive engineer;* **J. Carranza**, *carman;* **H. L. Castro**, *motor truck operator;* **W. M. Conroy**, *locomotive engineer;* **G. V. Elizarraras**, *laborer;* **J. H. Farmer**, *yardmaster;* **L. Friedman**, *clerk;* **W. Henricks** *and* **A. O. Kieselburg**, *machinists;* **C. Johnson**, *car inspector;* **F. J. March**, *brakeman;* **L. Mendoza**, *carman;* **B. O. Nunnally**, *switchman;* **A. T. Peace**, *clerk;* **P. G. Pierce**, *car inspector;* **J. Rodriquez**, *laborer;* **R. C. Spriggs**, *fuel oil attendant;* **M. E. Staley**, *secretary;* **P. E. Studer**, *carpenter;* **P. C. Svendsen** *and* **D. R. Vasquez**, *clerks;* **E. E. Venegas**, *carpenter;* **B. F. Wheelehan**, *switchman;* **J. C. Zamudio**, *clerk.*

OREGON DIVISION: **A. L. Barnes**, *locomotive engineer;* **B. T. Barton**, *caboose supplyman;* **B. Beck**, *pipefitter;* **J. W. Bevill**, *switchman;* **A. S. Chaney**, *foreman;* **C. T. Clardy** *and* **H. B. Hood**, *conductors;* **D. D. Grissom**, *road foreman of engines;* **W. W. Jones** *and* **S. W. Koontz**, *conductors;* **D. J. Marxen**, *machinist;* **G. R. Odegard**, *assistant engineer;* **F. O. Olsen**, *clerk;* **R. N. Pratt**, *assistant district claims agent;* **G. Rayslk** *and* **C. H. Skinner**, *locomotive engineers;* **F. C. Stec**, *conductor;* **A. M. Stockton**, *car inspector;* **M. B. Taylor**, *brakeman;* **C. O. Walls**, *carman;* **R. A. Weathers**, *chief clerk;* **L. B. Woodrum**, *brakeman;* **A. E. Workman**, *welder.*

SACRAMENTO DIVISION AND REPAIR PLANTS: **H. E. Acevedo**, *foreman;* **A. Andreotti**, *welder;* **W. R. Bucy**, *switchman;* **J. A. Chopelas**, *carman;* **P. M. Cortes**, *engine washer;* **J. M. Figueroa**, *truck driver;* **J. M. Frano**, *mechanic;* **H. Gomes**, *clerk;* **L. G. Huizar**, *sheetmetal worker;* **B. H. Johnston**, *assistant chief chemist;* **R. G. Kopasek**, *clerk;* **W. I. Kuzmenkov**, *carman;* **F. E. Lea**, *agent;* **H. B. Lebard**, *engine foreman;* **S. B. Lerma**; *car inspector;* **L. Lucchesi**, *machinist;* **A. L. Martinez**, *freight carman painter;* **H. N. Matthews, D. T. McDermott** *and* **G. P. Meadows**, *conductors;* **H. S. McKenzie**, *clerk;* **T. Natsuhara**, *foreman;* **J. D. Ornelas**, *laborer;* **F. Ortiz**, *tamper operator;* **V. C. Payne** *and* **J. A. Phillips**, *switchmen;* **J. M. Ramirez**, *laborer;* **H. S. Rehm**, *clerk;* **H. A. Rice**, *brakeman;* **L. Rodriguez, W. H. Rogers** *and* **W. G. Stark**, *carmen;* **D. G. Troyer**, *conductor;* **G. F. Twomey**, *chief clerk;* **R. P. Villa**, *laborer;* **A. G. Villanueva**, *engine washer.*

SAN ANTONIO DIVISION: **A. C. Bailey**, *engine foreman;* **H. A. Bailey**, *laborer;* **D. F. Brown**, *clerk;* **C. C. Buckner**, *wire chief;* **D. R. Elrod**, *brakeman;* **E. Jenkins**, *locomotive engineer;* **R. E. Malina**, *chief clerk;* **D. P. Morgan** *and* **G. J. Muzny**, *clerks;* **M. E. Neisner**, *yardmaster;* **H. R. Odom**, *electrical inspector;* **C. G. Sanchez**, *machine operator;* **B. M. Sanchez** *and* **F. C. Torres**, *clerks;* **F. F. Trevino**, *laborer;* **O. B. Vallejo**, *B&B foreman;* **I. W. Wells**, *mechanic.*



A Tribute *Jerry Bush, office supervisor in the Gulf Coast Regional Engineer's office at Houston, presents Mrs. Faye Alley with a bronze plaque honoring her late husband, retired Engineer of Bridge Maintenance-Eastern Lines Fred Alley. The plaque, which recognizes Mr. Alley's many years of service repairing and maintaining the bridges in his area, was placed on the Berwick Bay Bridge at Morgan City, La. on September 12. The plaque was donated by Mr. Alley's friends at SP.* Photo: Ravi Arya

SAN JOAQUIN DIVISION: **N. E. Brown**, *wire chief;* **C. N. Gonzalez**, *laborer;* **V. L. Griffith**, *signal maintainer;* **S. A. Gamino** *and* **E. E. Lang**, *clerks;* **I. S. Lopez**, *foreman;* **R. G. Wood**, *brakeman.*

TUCSON DIVISION: **A. Aluma** *and* **J. C. Amabisca**, *agent-telegraphers;* **M. B. Calderon**, *W/S mechanic;* **H. W. Collins**, *equipment installer;* **W. O. Greaser**, *brakeman;* **W. F. Miller**, *locomotive engineer;* **J. B. Nolan**, *clerk;* **A. J. Monaco** *and* **J. F. Schroeder**, *conductors;* **V. Simental**, *supplyman;* **G. E. Stobaugh**, *switchman;* **R. E. Strong**, *locomotive engineer;* **W. J. Thomason**, *clerk;* **M. T. Uriarte**, *laborer;* **E. V. Wilkinson**, *equipment operator;* **D. B. Willard**, *assistant chief clerk;* **G. W. Wilson**, *conducter.*

WESTERN DIVISION: **J. Anderson**, *draftsman;* **D. E. Bell**, *conductor;* **F. R. Ballson**, *signal inspector;* **F. B. Botjjes**, *secretary;* **E. J. Darling** *and* **L. G. Franks**, *clerks;* **H. E. Ford**, *foreman;* **G. L. Kennedy**, *agent;* **J. R. Kolb**, *locomotive engineer;* **W. E. Kutz**, *conductor;* **H. Mendoes**, *janitor;* **M. R. Mora**, *laborer;* **B. P. Murphy** *and* **S. C. Smothers**, *locomotive engineers;* **R. B. Nelson**, *janitor;* **C. P. Surrell**, *switchman;* **V. K. Temple**, *timekeeper;* **R. A. Walker**, *conductor;* **R. M. Webb**, *coach cleaner.*

COTTON BELT: *Pine Bluff Division:* **L. J. Brunnert**, *laborer;* **C. W. Copeland** *and* **E. H. Davis**, *electricians;* **J. L. Devoe**, *dispatcher;* **T. C. Fort**, *laborer;* **W. R. Gentry**, *yardmaster;* **C. E. Herren**, *carman;* **A. D. Hemperley, P. G. Huntley** *and* **S. E. Ivy**, *clerks;* **R. L. Longshore**, *locomotive engineer;* **H. R. Lucas**, *clerk-telegrapher;* **E. A. Leiling** *and* **P. J. Novack**, *laborers;* **F. W. Poe**, *car foreman;* **C. N. Sherman**, *machine operator. Kansas City Division:* **P. H. Begay**, *laborer;* **W. G. Garrison, G. Harris** *and* **C. F. Thompson**, *locomotive engineers;* **W. R. Hall**, *truck driver;* **C. C. Tilton**, *carman.*

OTHERS: **N. R. Fredrickson**, *chief clerk, Protective Service Dept., PFE Co., Salinas;* **A. Garcia**, *carpenter, NWP;* **C. L. Turner**, *assistant terminal manager, PMT Co., Memphis.*

Deaths

GENERAL OFFICE, SAN FRANCISCO: **Pensioners: C. Bryant**, *janitor;* **C. E. Holmes**, *general clerk;* **C. G. Kaehms**, *electronics engineer;* **N. A. Sickal**, *secretary;* **S. M. Sweetland**, *stock record clerk;* **W. P. Wicks**, *assistant general fire prevention engineer.*

HOUSTON DIVISION AND REPAIR PLANTS: **Pensioners: N. F. Cervantez**, *laborer;* **E. E. Haws**, *stenographer;* **C. H. Jones**, *lead stevedore;* **B. Mayhall**, *I.&D investigator;* **T. J. Robb**, *clerk;* **C. B. Ruby**, *yard foreman;* **H. A. Samford**, *locomotive engineer;* **H. Starns**, *telegrapher clerk.*

LAFAYETTE DIVISION: **J. R. Matte**, *traveling mechanic;* **E. W. Rosa**, *clerk.* **Pensioners: S. Blanchet**, *switchman;* **J. E. Dupuis**, *freight carman;* **J. Gordon**, *laborer;* **R. M. Keller**, *conductor.*

LOS ANGELES DIVISION AND REPAIR PLANTS: **L. E. Hinson**, *cost accounting clerk.* **Pensioners: G. O. Bacon**, *wire chief telegrapher clerk;* **C. Brummett**, *welder;* **H. L. Conklin** *and* **J. I. Fassett**, *locomotive engineers;* **C. Gilmore**, *waiter;* **E. C. Holmes**, *traffic service clerk;* **S. Lukaczyk**, *laborer;* **J. F. Meeler**, *locomotive engineer;* **R. Swansen**, *yardmaster;* **M. Tenerelli**, *carpenter;* **A. M. Vinzant**, *locomotive engineer;* **P. L. Watts**, *conductor.*

OREGON DIVISION: **J. Ceballos**, *ballast tamper operator;* **R. W. Niemi**, *locomotive engineer;* **J. V. Smith**, *boilermaker;* **E. O. Williams**, *foreman.* **Pensioners: R. M. Ayers**, *assistant engineer;* **E. D. Courter**, *machinist helper;* **C. H. Cleveland** *and* **E. C. Harms**, *machinists;* **C. E. Harvey**, *yardmaster;* **R. Mortensen**, *chief crew dispatcher;* **J. H. Siefken**, *carpenter.*

SACRAMENTO DIVISION AND REPAIR PLANTS: **Pensioners: N. Calava**, *sheetmetal worker;* **L. V. Carli**, *freight carman;* **G. W. Cobb**, *senior assistant B&B supervisor;* **R. K. Edgeman**, *wire chief;* **R. G. Fithian**, *switchman;* **H. O. Edwards** *and* **J. C. Miller**, *locomotive engineers;* **G. L. Minium**, *clerk.* **A. Pinon**, *painter helper;* **A. E. Rose**, *locomotive engineer.* **T. B. Smith**, *electrician;* **W. I. Woolverton**, *assistant chief yard clerk.*

SAN ANTONIO DIVISION: **Pensioners: M. G. Cadenhead**, *telegrapher clerk towerman;* **B. J. Cloudt**, *conductor;* **D. L. Duke**, *locomotive engineer;* **P. McNeal**, *laborer;* **J. G. Pratt**, *foreman;* **G. A. Vaughn**, *A&WE supervisor.*

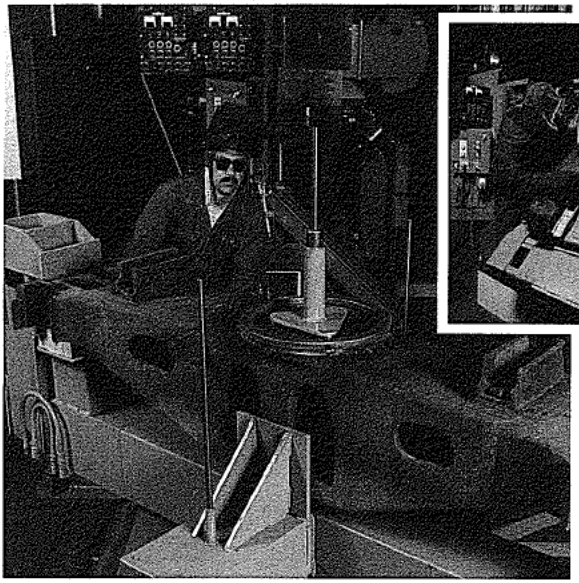
SAN JOAQUIN DIVISION: **J. C. Ruiz**, *rail saw operator.* **Pensioners: A. Erceg**, *foreman;* **A. E. Judd**, *electrician.*

TUCSON DIVISION: **Pensioners: R. C. Alonso**, *machinist;* **J. B. Booth**, *locomotive engineer;* **J. L. Burton**, *agent;* **H. C. Caudill**, *bulldozer operator;* **W. Cunningham**, *conductor;* **J. E. Davis**, *foreman;* **H. De La Cruz**, *machine operator;* **J. C. Douglas**, *brakeman;* **J. Duran**, *carman helper;* **F. P. Escobar**, *machinist;* **F. A. Matthews**, *carpenter;* **S. R. Mendoza**, *laborer;* **F. M. Molina**, *hostler;* **Z. Morones**, *machinist helper;* **L. Soto**, *locomotive supplyman.*

WESTERN DIVISION: **W. A. Benthal**, *locomotive engineer.* **Pensioners: L. D. Beezley**, *brakeman;* **B. F. Cassaretto**, *clerk;* **D. M. Cline**, *shop superintendent;* **G. W. Colclough**, *conductor;* **C. Cozzette**, *car inspector;* **E. Gilbert**, *coach cleaner;* **J. F. Gorman**, *locomotive engineer;* **J. Hicks**, *motor vehicle messenger;* **L. S. Marshall**, *conductor;* **F. W. Martin**, *carman;* **D. Martinez**, *track walker;* **E. McCullough**, *laborer;* **E. H. Riebhoff**, *crew dispatcher;* **H. E. Wilcox**, *conductor;* **R. A. Witherell**, *switchman;* **L. Woods**, *coach cleaner.*

COTTON BELT: **Pensioners: G. Gutierrez**, *laborer, LAUPT;* **W. T. Rice**, *roadmaster, NWP, Santa Rosa;* **M. Zibor**, *file clerk-Traffic, Chicago.*

Photos: Chuck Fox





*Welder Daniel Velasquez is shown with the bolster from a freight car after it has had its bolster bowl renewed (the circular metal ring in the center). **Inset:** The fully mechanized cutting and welding process is carefully monitored by Velasquez.*

Better Bolsters

A new piece of equipment makes a routine repair job easier.

What once was a tedious four-hour repair job for welders at Roseville's RAMAC facility can now be accomplished in less than an hour with a sophisticated new piece of equipment called Bolster II.

The $65,000 machine streamlines the work involved in replacing bolster bowls on freight cars—a routine, but essential, repair job.

A bolster is part of a freight car's wheel assembly (more commonly referred to as the truck assembly) and the bowl-like depression in the bolster serves as the receptacle for a freight car's center plate. It's here that the weight of the car and its load are transferred to the truck assemblies.

The bolster's bowl wears out because of the pivoting action of the truck assemblies as the freight car moves over curved track, from the repeated stress placed on the bowl as a train's consist bunches or stretches during starting and stopping, and as freight cars move through classification yards.

The bowls are inspected and gauged whenever freight cars are brought in for any kind of truck repair work or any time the freight car body is lifted off its wheels. Those not meeting specifications must have the bolster's worn bowl built up by welding on a new metal ring and then refinishing it to the desired diameter. It is a job that can take up to four hours. But with the Bolster II, one operator can easily do the work in under an hour. Here's how it's done:

- The operator positions the bolster on the machine. The bolster, which weighs several hundred pounds, is lifted from a horizontal to a vertical position.
- A stationary cutting torch removes the worn portion as the machine slowly rotates the bolster. The cut is so precise that, in most instances, the surface does not require extensive grinding or smoothing before the new ring is attached.
- The new ring is positioned and tack welded. Two welding torches—one on the inside and one on the outside—simultaneously weld the ring into place as the operator monitors the automatic process and makes necessary adjustments.
- The operator returns the bolster to the horizontal position and the job is complete.

Roger Posehen, assistant plant manager at RAMAC, says the unit has performed so well that a second one is being considered.

"We renew bolster bowls on eight to ten truck assemblies a day and are using this new piece of equipment on those units that require the most extensive repair," Posehen says. "These are the ones that can be the most grueling and boring. In those cases, the Bolster II is making the job easier." □

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